

Airport and Runway Safety: A Pilot's Perspective

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Air Line Pilot's Association, International**

**NASA / Industry Airport Planning Workshop
NASA Ames Research Center
September 8-9, 2005**



Visual Aids

Lighting



Markings



Signage



Visual Aids



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Taxiway Centerline Enhancement



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Centerline, Holding Line and Runway Surface Signage Enhancements



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Perimeter Taxiways

The use of perimeter taxiways can alleviate the incursion potential at complex Airports.

However, careful design is necessary to prevent problems with Obstacle Clearances.

As we will look at now.



TERPS Protection

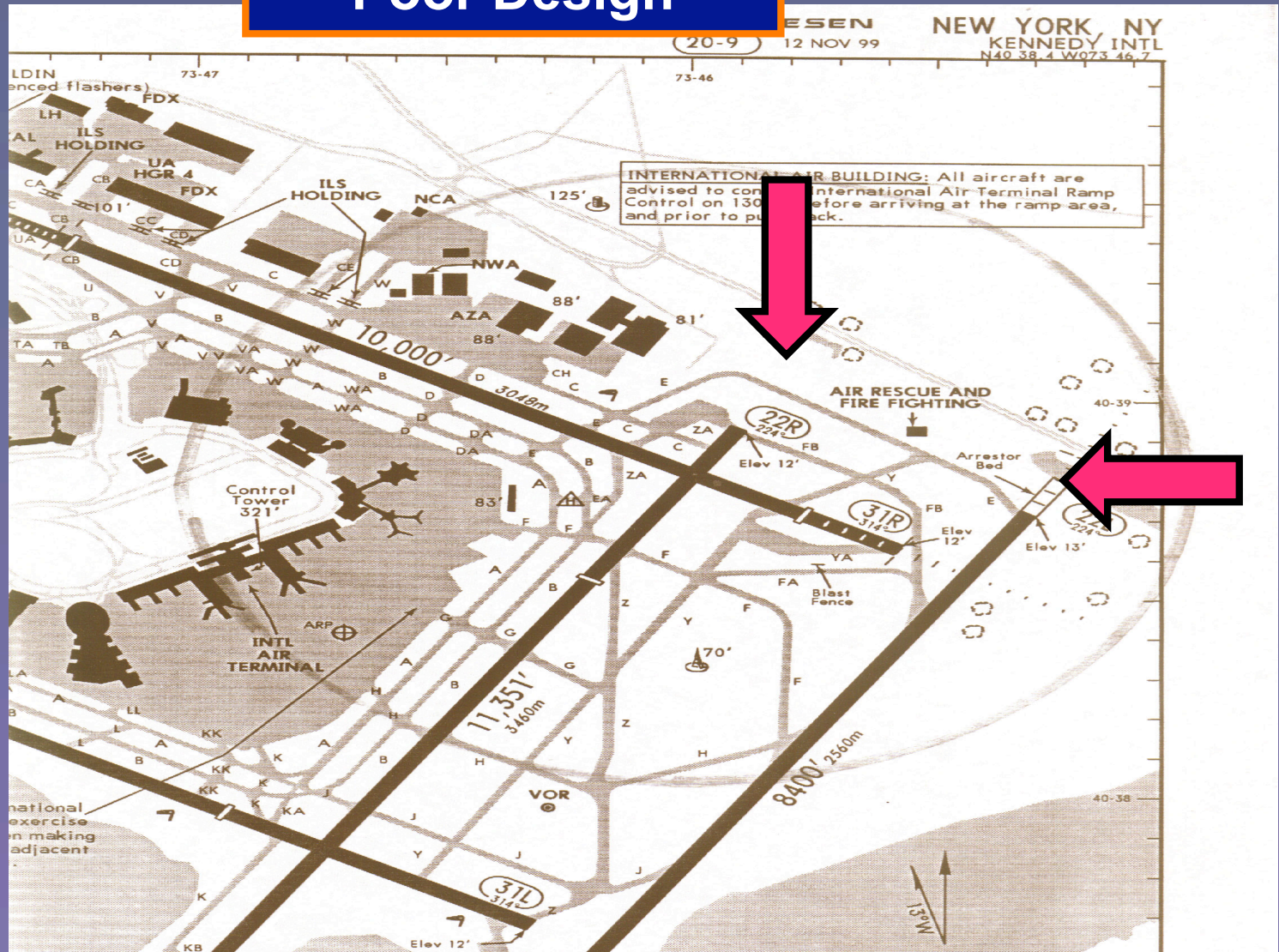
Design consideration should include the protection of Part 77 surfaces.

Taxiway design should preclude an aircraft encroaching on the surfaces of any operating runway.

Here are some examples:



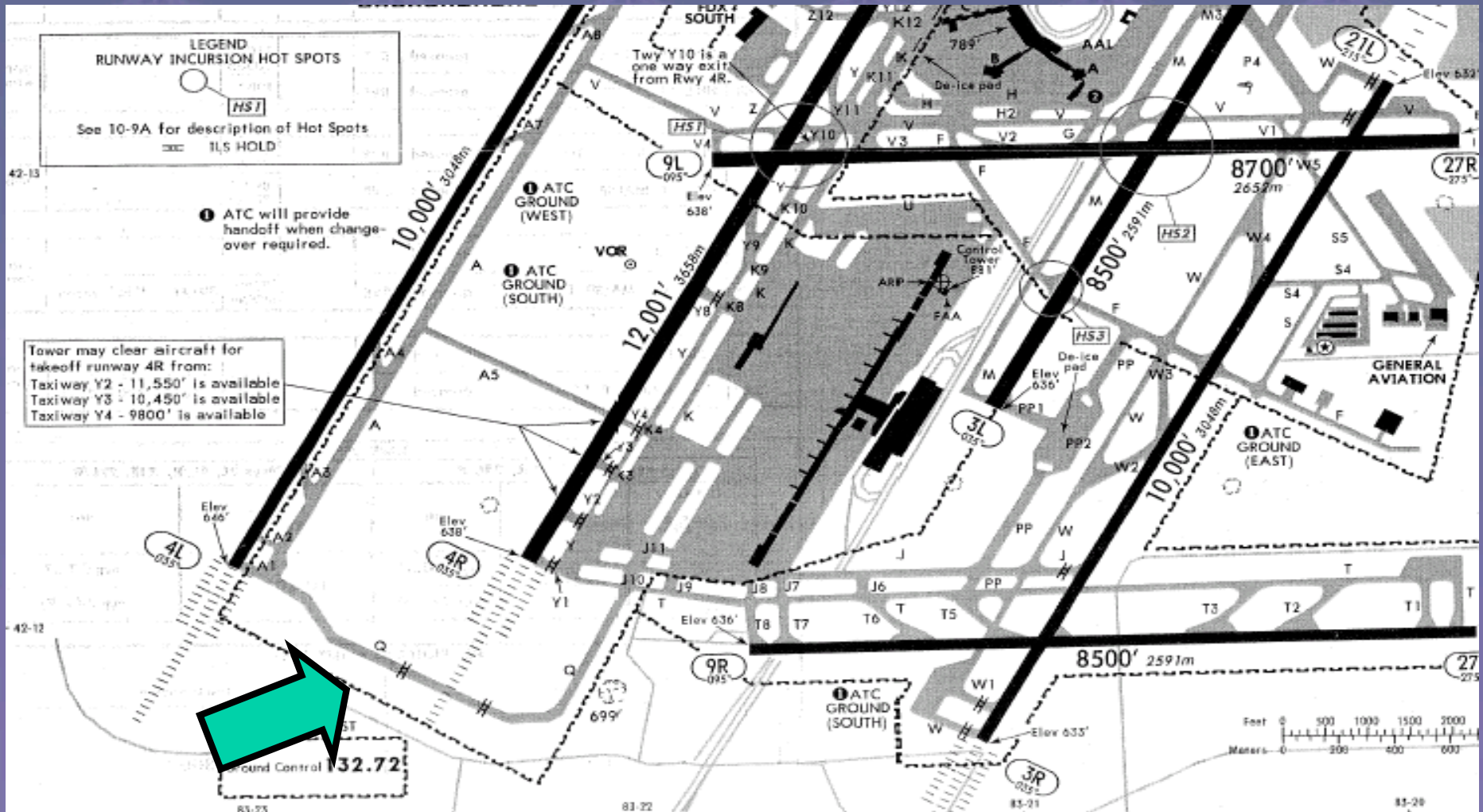
Poor Design



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Perimeter Taxiway

Better design



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EMAS



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ALPA, Int'l Position

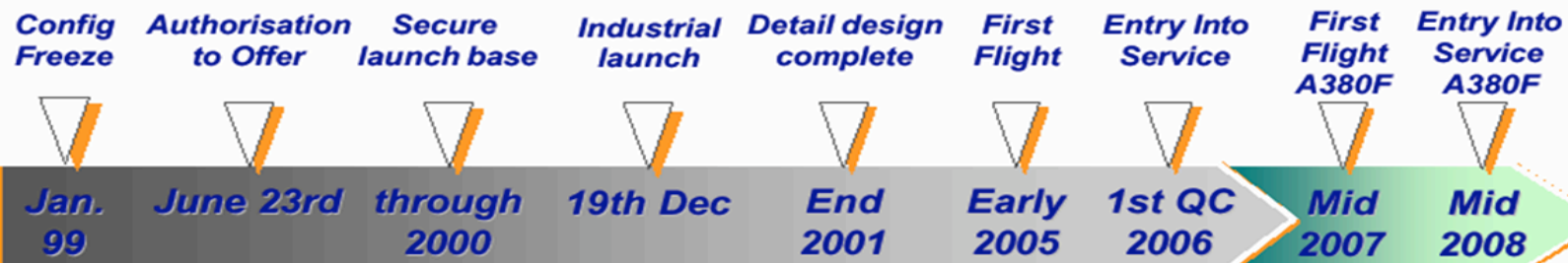
The ALPA International's Airport Ground Environment Group (AGE) position on EMAS is:

“Air carrier airports should upgrade all runway safety areas. Where upgrades that meet minimum standards of AC 150/5300-13 or ICAO ANNEX 14 Section 3.4 are not feasible, Engineered Materials Arresting Systems (EMAS) should be installed.”



NLA in North America

1st delivery: March 2006 to Singapore Airlines



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IMPACT

What kind of impact on our
Airports can we expect?

- ✈ Runway Clearance
- ✈ Runway/Taxiway Clearance
- ✈ Taxiway/Taxiway Clearance
- ✈ Apron Clearance



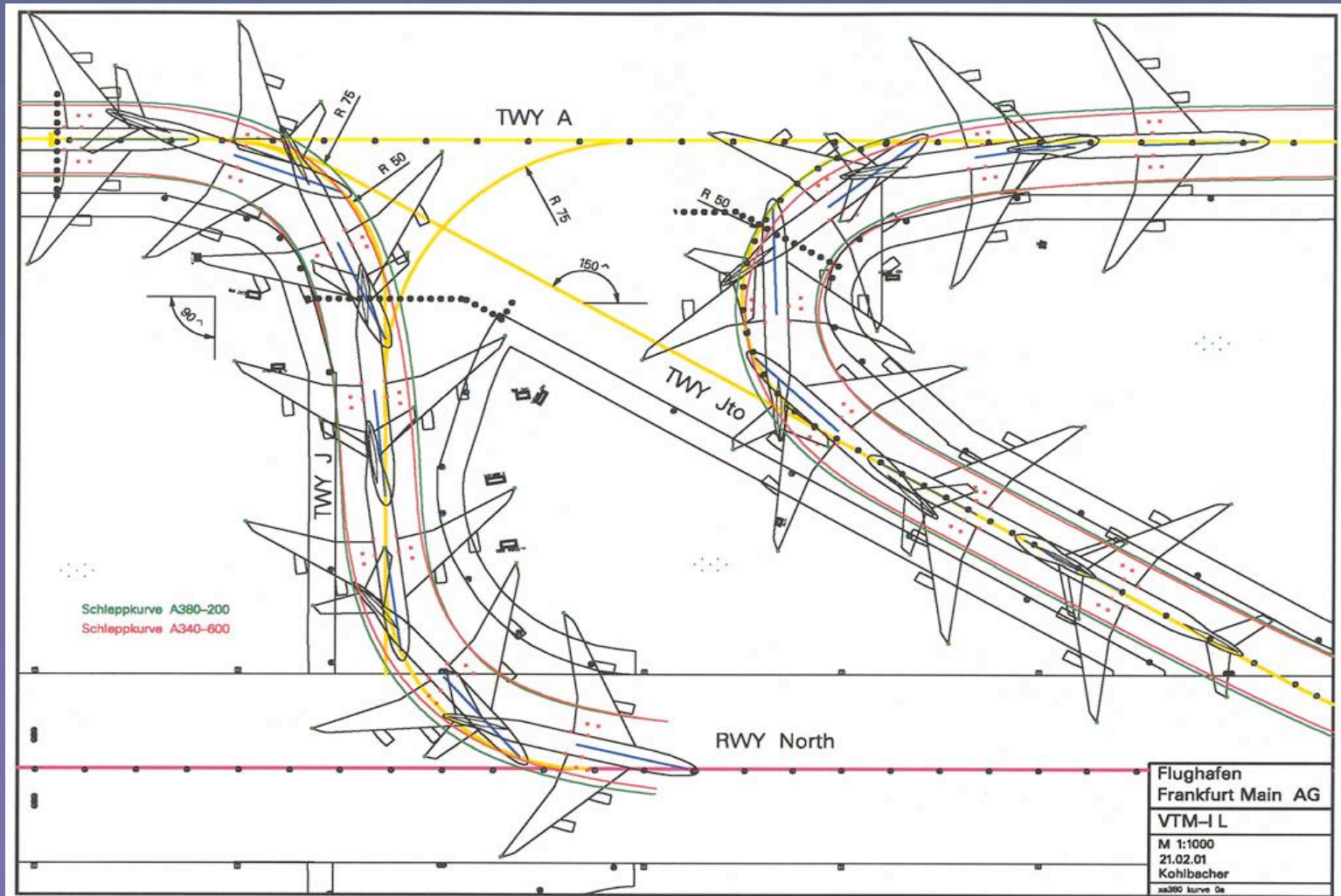
IMPACT

What kind of impact on our
Airports can we expect?

- ✈ Gate Parking
- ✈ ARFF Indexing
- ✈ Pavement Issues



Taxi Clearances



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Wildlife Hazard Mitigation



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Airport Design

Are there any nearby hazards?

Dumps?

Waterfowl attractants?

Like:



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Runway Safety

Safe flying starts and ends on the ground.

An interactive program brought to you by ALPA and the FAA Office of Runway Safety

Runway incursions pose a significant but unnecessary risk for pilots and passengers. This course will help you avoid common pitfalls as well as needless accidents and scares.

Enter your email address to begin or resume:

Joe.Pilot@alpa.org

BEGIN 
PROGRAM

Satisfactory completion of this module fulfills the seminar attendance requirement for the **RIIEP** Program.

Sponsored by the FAA's Office of Runway Safety and Operational Services



Screen Capture from ALPA Web Site - www.ALPA.org

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ALR Program

Lastly, we would like to make a pitch for the ALPA Airport Liaison Representative Program (ALR).

Our goal is to provide a trained Pilot Representative to every Airport served by an ALPA Carrier in North America.



ALR Program

ALR's can provide you with a valuable resource when you need to know what the Pilot's think about any issue at your airport, as well as providing a direct link to the Air Line Pilots Association, Int'l.

ALR's can help you better understand the needs of the Air Carrier Pilots operating at your Airport.



ALR Program

ALPA, through your ALR, can also help provide the support you need in the industry to make effective changes and improvements.

We would love to be able to help in any way we can!



Air Line Pilot's Association, Int'l (ALPA)

Airport Ground Environment (AGE)

Technical Safety Group

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Thank You!

Questions?



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